

REMARKS

Claims 7-12 are currently pending.

On the merits, the Examiner has rejected claims 7-8 and 11 under 35 U.S.C. §102(b) as anticipated by U.S. Patent No. 5,757,147 (Blumor et al.). The arguments advanced in support of this ground for rejection are set forth on pages 2-5 of the Official Action, and not herein repeated.

The Examiner has also rejected claims 9-10 and 12 under 35 U.S. C. §103(a) as obvious over Blumor et al. in view of U.S. Patent No. 6,437,963. The reasons for this rejection are set forth on pages 5-6 of the Official Action and not herein repeated. The Applicant respectfully traverses the above rejections for the reasons discussed below.

U.S. Patent No. 5,757,147 relates to a device in which a motor, or a group of motors, upon the occurrence of an error, are slowed down under control. An error is defined in particular as a defect of components (see col. 2, lines 39-40; col. 2, lines 45-49) and includes the error of a component to be supplied with voltage (see col. 4, lines 52-53). This failure of a supply of current may be triggered by the retardation of a drive system (see col. 6, lines 13-17). Accordingly, Blumor et al. disclose a system that, in the event of failure of the supply of current, uses the kinetic energy in the system to slow the system down.

In contrast to the Blumor et al. above, the present invention relates to a method or a machine that measures the network quality, and triggers a drive braking function, or complete standstill of the system, depending on network quality, or energy

quality. The current network serving as energy supply to various drives is described in terms of various parameters, such as voltage level, voltage breakdowns, flickers, network frequency and the like. If these parameters remain within a prescribed range, then the energy quality satisfies threshold or set requirements. If, however, a parameter defining the energy quality is not sufficiently established, e.g. resulting in an unwanted power supply state or failure to maintain the required limits for power quality, then according to the present invention a drive braking function, or a standstill of the system is triggered. This triggering takes place even if the energy supply is still present. In Blumör et al. such a reaction occurs only if the energy supply fails.

In view of the foregoing remarks and amendments which make it clear that the braking function is in response to the unwanted state of the power from the power supply system, Applicant respectfully requests reconsideration of the pending claims.

Respectfully submitted,

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